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(54) **FLOW SLEEVE IMPINGEMENT COOLING BAFFLES**

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F02C 1/00 (2006.01)

(52) **U.S. Cl.**
USPC **60/758**; 60/752; 60/760

(58) **Field of Classification Search**
USPC 60/39.23, 752, 754–760, 772, 804
See application file for complete search history.

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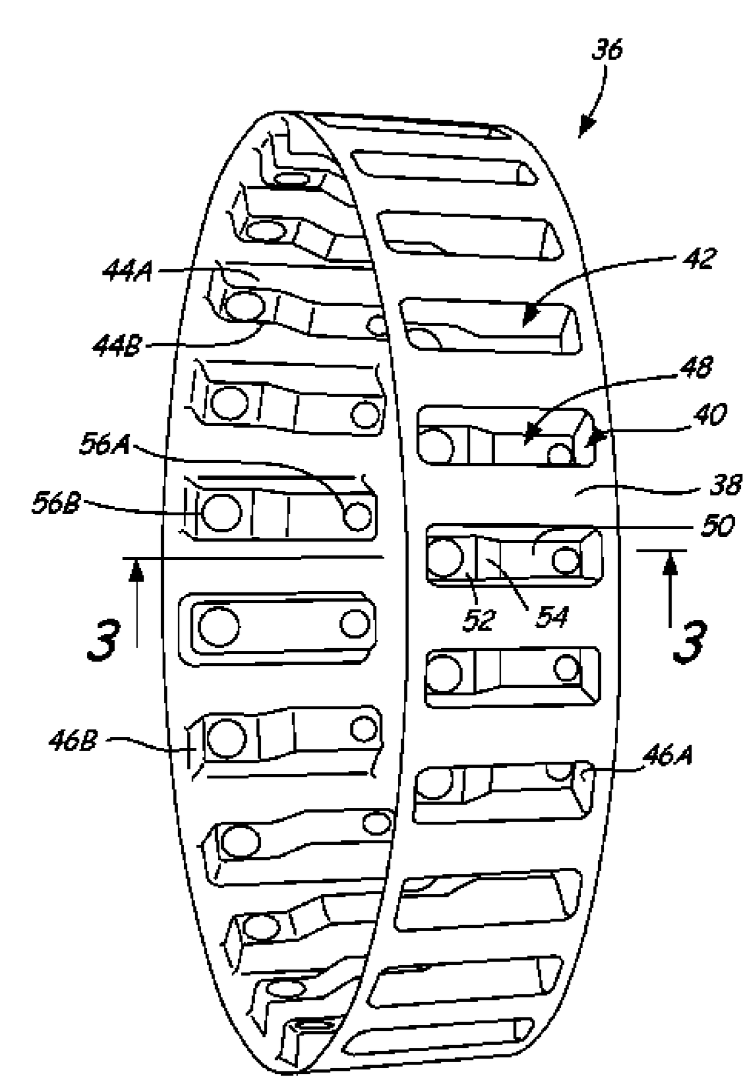
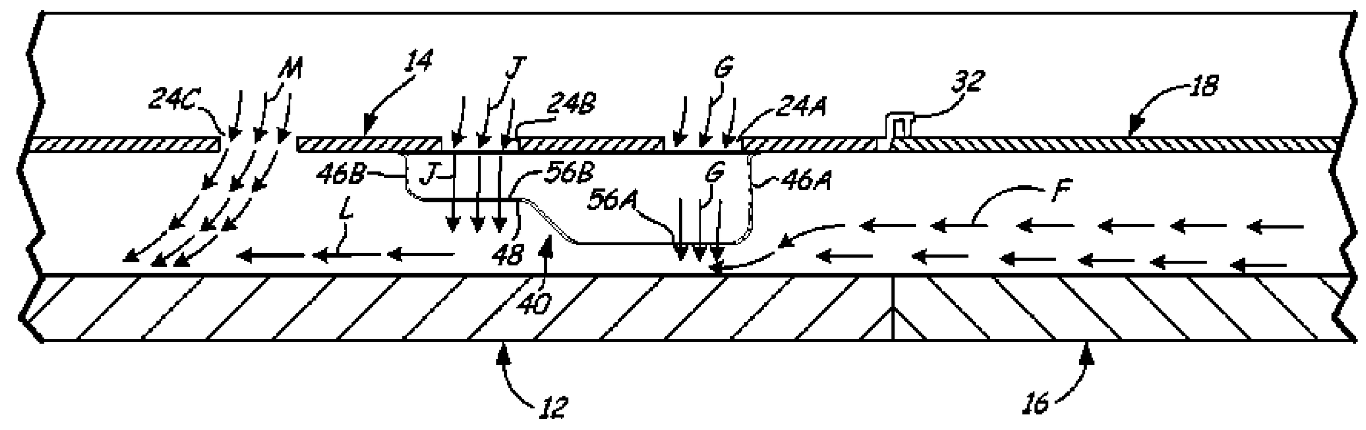
(57) **ABSTRACT**

A combustor assembly for a turbine engine includes a combustor liner, a flow sleeve and a baffle ring. The flow sleeve surrounds the combustor liner. An annulus is formed between the flow sleeve and the combustor liner. A plurality of row of cooling holes are formed in the flow sleeve. The baffle ring radially surrounds the combustor liner and is located in the annulus.

15 Claims, 4 Drawing Sheets





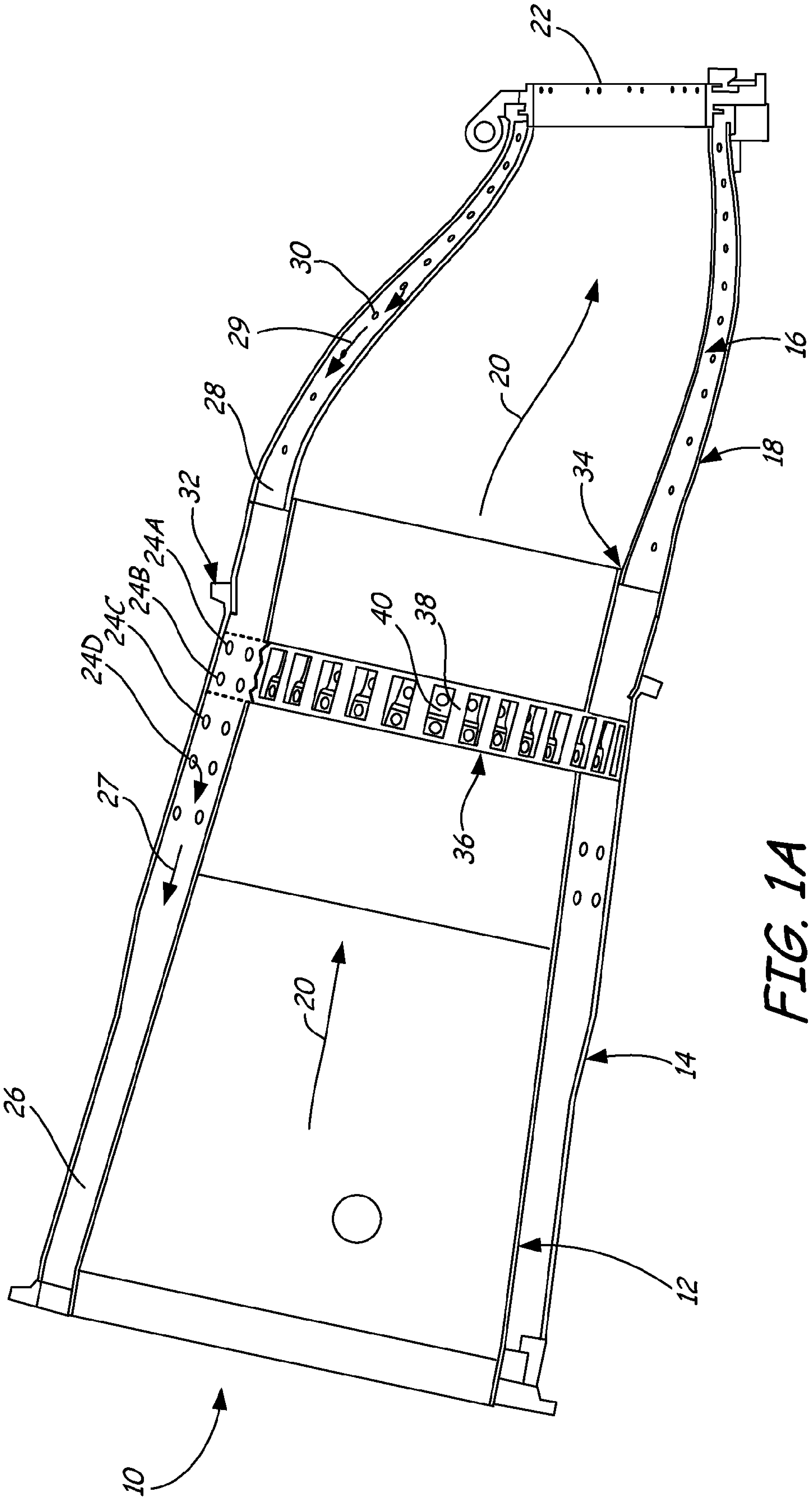


FIG. 1A

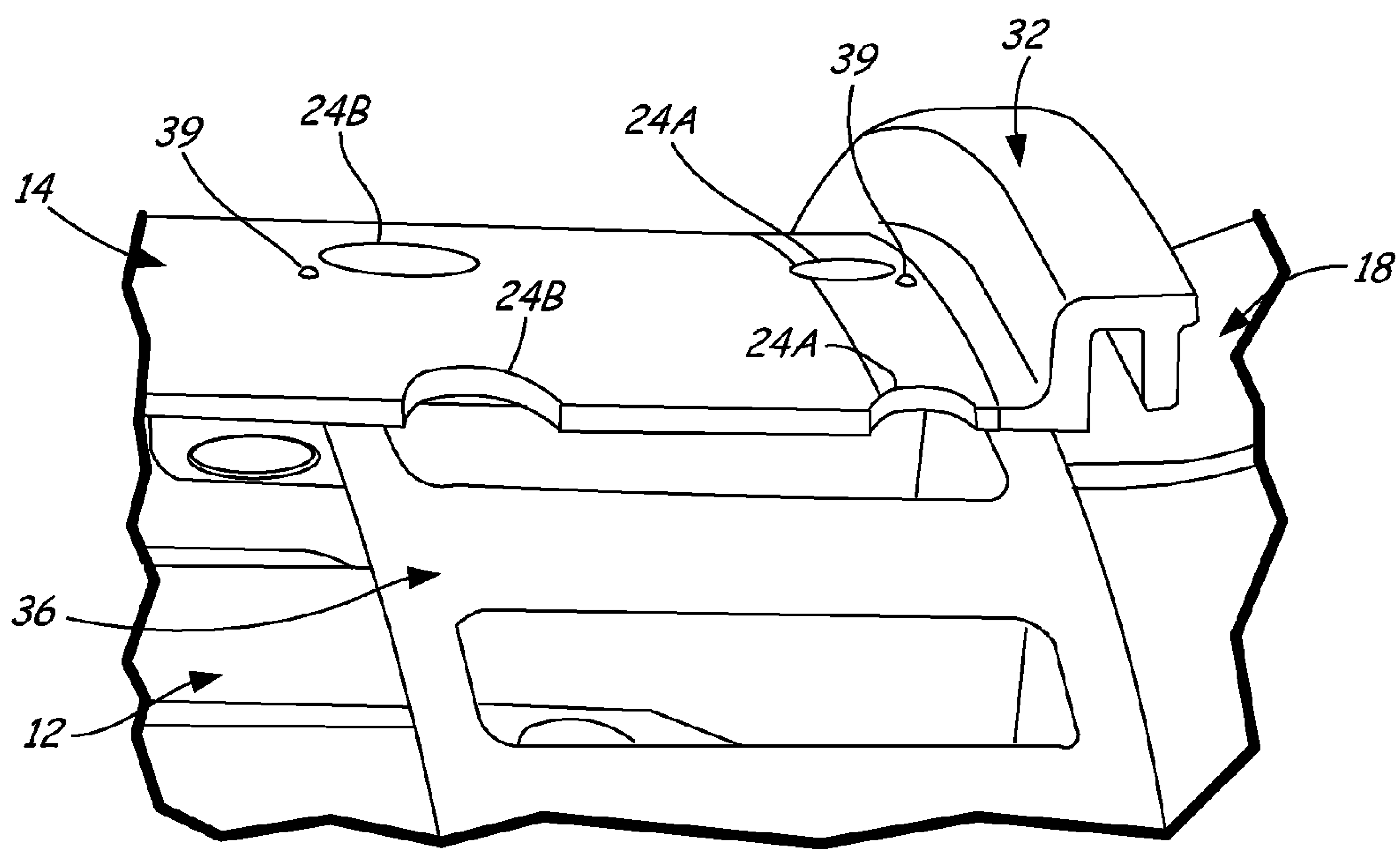


FIG. 1B

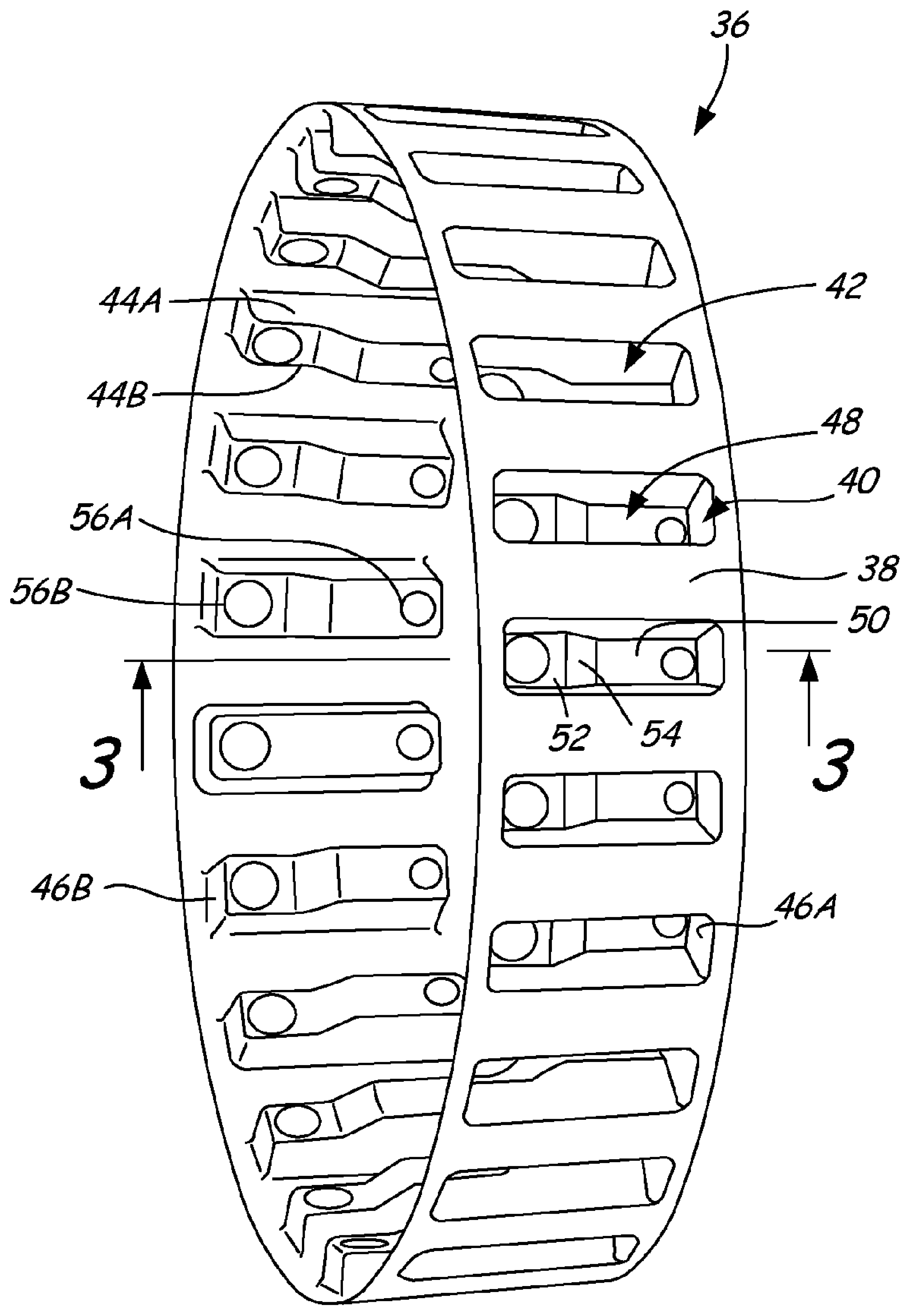

36
42
44A
44B
48
40
56A
38
56B
50
3
52
54
3
46B
46A

FIG. 2

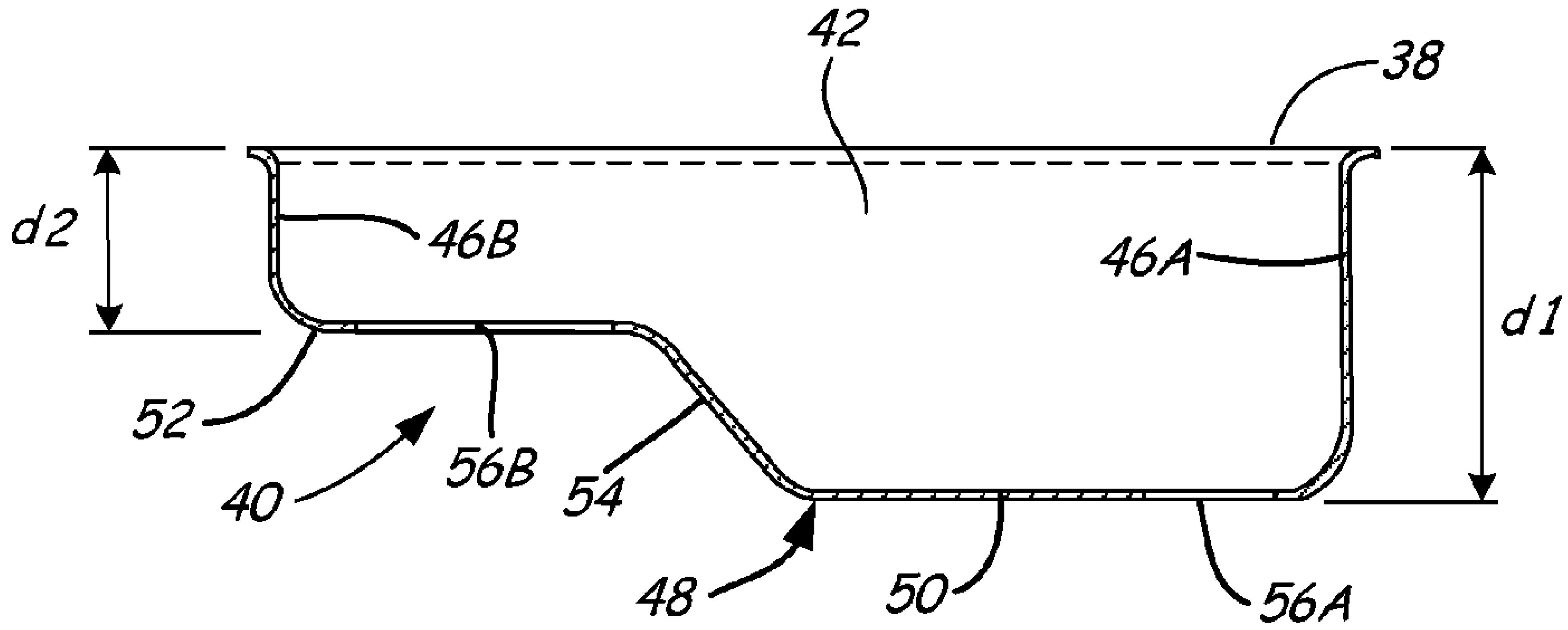

42
38
d2
46B
46A
d1
52
40
56B
54
48
50
56A

FIG. 3

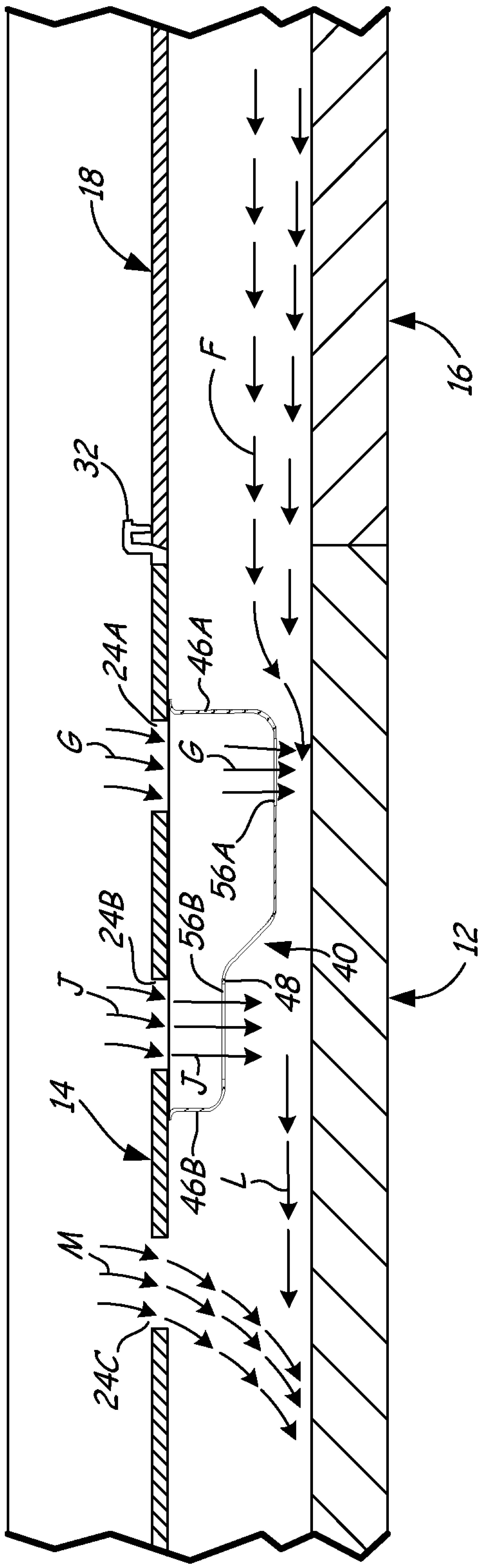


FIG. 4

FLOW SLEEVE IMPINGEMENT COOLING BAFFLES

CROSS-REFERENCE TO RELATED APPLICATION(S)

This application is a divisional of U.S. patent application Ser. No. 12/179,671, filed Jul. 25, 2008, entitled "FLOW SLEEVE IMPINGEMENT COOLING BAFFLES".

BACKGROUND

The present invention relates to a combustor assembly of a gas turbine engine. More specifically, the present invention relates to an apparatus and method of cooling a combustor liner of a gas turbine engine.

A gas turbine engine extracts energy from a flow of hot combustion gases. Compressed air is mixed with fuel in a combustor assembly of the gas turbine engine, and the mixture is ignited to produce hot combustion gases. The hot gases flow through the combustor assembly and into a turbine where energy is extracted.

Conventional gas turbine engines use a plurality of combustor assemblies. Each combustor assembly includes a fuel injection system, a combustor liner and a transition duct. Combustion occurs in the combustion liner. Hot combustion gases flow through the combustor liner and the transition duct into the turbine.

The combustor liner, transition duct and other components of the gas turbine engine are subject to these hot combustion gases. Current design criteria require that the temperature of the combustor liner be kept within its design parameters by cooling it. One way to cool the combustor liner is impingement cooling a surface wall of the liner.

In impingement cooling of a combustor liner, the front side (inner surface) of the combustor liner is exposed to the hot gases, and a jet-like flow of cooling air is directed towards the backside wall (outer surface) of the combustor liner. After impingement, the "spent air" (i.e. air after impingement) flows generally parallel to the component.

Gas turbine engines may use impingement cooling to cool combustor liners and transition ducts. In such arrangements, the combustor liner is surrounded by a flow sleeve, and the transition duct is surrounded by an impingement sleeve. The flow sleeve and the impingement sleeve are each formed with a plurality of rows of cooling holes.

A first flow annulus is created between the flow sleeve and the combustor liner. The cooling holes in the flow sleeve direct cooling air jets into the first flow annulus to impinge on the combustor liner and cool it. After impingement, the spent air flows axially through the first flow annulus in a direction generally parallel to the combustor liner.

A second flow annulus is created between the transition duct and the impingement sleeve. The holes in the impingement sleeve direct cooling air into the second flow annulus to impinge on the transition duct and cool it. After impingement, the spent air flows axially through the second flow annulus.

The combustor liner and the transition duct are connected, and the flow sleeve and the impingement sleeve are connected, so that the first flow annulus and the second flow annulus create a continuous flow path. That is, spent air from the second flow annulus continues into the first flow annulus. This flow from the second flow annulus creates cross flow effects on cooling air jets of the flow sleeve and may reduce the effectiveness and efficiency of these cooling air jets. For example, flow through the second flow annulus may bend the jets entering through the flow sleeve, reducing the heat transferring effectiveness of the jets or completely preventing the jets from reaching the surface of the combustor liner. This is especially a problem with regard to the first row of flow sleeve cooling holes adjacent the impingement sleeve.

BRIEF SUMMARY OF THE INVENTION

A combustor assembly for a turbine includes a combustor liner surrounded by a flow sleeve formed with a plurality of holes. A first flow annulus is formed between the combustor liner and the flow sleeve. Hot combustion gases flow through the combustor liner to a turbine. The combustor liner must be cooled to keep its temperature with the design specifications. One technique to cool the combustor liner is impingement cooling.

The baffle ring radially surrounds the combustor liner and is located in the annulus. The baffle ring directs air onto the combustor liner to cool it. The baffle ring may be added to a new or existing gas turbine assembly to provide efficient cooling flow to the combustor liner and improve impingement cooling. Compared to other impingement assemblies, the baffle ring has a reduced the part-count, lower cost, and a reduced potential for foreign object damage in the combustor assembly.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1**A is a cross section of a combustor assembly with a baffle ring.

FIG. **1**B is an enlarged cross section of the combustor assembly with the baffle ring.

FIG. **2** is a perspective view of the baffle ring.

FIG. **3** is a cross section of the baffle taken along line **3**-**3** of FIG. **2**.

FIG. **4** is a flow diagram illustrating air flow in the combustor assembly of FIG. **1**A.

DETAILED DESCRIPTION

FIGS. **1**A and **1**B illustrate combustor assembly **10** that includes combustor liner **12**, flow sleeve **14**, transition duct **16**, impingement sleeve **18** and baffle ring **36**. Combustor liner **12** is connected to transition duct **16**. In use, hot gases, indicated by arrows **20**, flow through combustor liner **12**, into transition duct **16** and exit combustor assembly **10** through exit **22** to a turbine (not shown).

Flow sleeve **14** surrounds combustor liner **12** and is formed with a plurality of rows of cooling holes **24**A, **24**B, **24**C, **24**D (generally referred to as cooling holes **24**). First flow annulus **26** is formed between combustor liner **12** and flow sleeve **14**. Cooling air enters as jet-like flow into first flow annulus **26** through cooling holes **24**, and impinges upon combustor liner **12** to cool it. After impingement, the spent cooling air flows generally parallel to combustor liner **12** in first flow annulus **26**. The flow of spent cooling air through first flow annulus **26** is indicated by arrow **27**.

Impingement sleeve **18** surrounds transition duct **16**. Second flow annulus **28** is formed between transition duct **16** and impingement sleeve **18**. Impingement sleeve **18** is formed with a plurality of rows of cooling holes **30**. Similar to the impingement of combustor liner **12**, cooling air enters second flow annulus **28** through cooling holes **30** and impinges upon transition duct **16** to cool it. After impingement, the spent cooling air flows generally parallel to transition duct **16** in second flow annulus **28**. The flow of spent cooling air through second flow annulus **28** is indicated by arrow **29**.

Combustor liner **12** and transition duct **16** are connected by sliding seal **34**. Flow sleeve **14** and impingement sleeve **18** are connected at sliding joint and piston (seal) ring **32** so that first flow annulus **26** and second flow annulus **28** create a continuous flow path. After impingement on transition duct **16**, spent cooling air from second flow annulus **28** continues downstream into first flow annulus **26**.

The flow of spent cooling air **27**, **29** is opposite the flow of hot gases **20** through combustor liner **12**. Therefore, the terms "upstream" and "downstream" depend on which flow of air is referenced. In this application, the terms "upstream" and "downstream" are determined with respect to the flow of spent cooling air **27**, **29**.

Baffle ring **36** includes a plurality of lands **38** and baffles **40**. Baffles **40** extend radially inwards towards combustor liner **12** so that the cooling air flow is closer to combustor liner **12** and the cross flow effects are decreased. In one example, baffle ring **36** is about 25% longer than baffles **40**. Lands **38** are located between baffles **40**. Lands **38** provide passage for air flow from second flow annulus **28**. Baffles **40** and lands **38** may be the same width or may be different widths. In one example, baffles **40** are about one third wider than lands **38**.

Baffle ring **36** lies in first flow annulus **26** and surrounds a section of combustor liner **12**. Baffle ring **36** is sized to fit against the inner surface of flow sleeve **14** so that lands **38** are in contact with flow sleeve **14**.

Baffle ring **36** may be attached to flow sleeve **14** by mechanical fastening means. In one example, two rows of rivets **39** may attach baffle ring **36** to flow sleeve **14**. In another example, baffle ring **36** may be welded to flow sleeve **14**.

Baffle ring **36** is formed so that when baffle ring **36** is in place, baffles **40** align with cooling holes **24** and lands **38** do not align with cooling holes **24**. In use, cooling air flows through cooling holes **24** into baffles **40**, and impinges on combustor liner **12**. Lands **38** fit against the inner surface of flow sleeve **14**. Lands **38** provide flow passage through first flow annulus **26**. Lands **38** do not block the air flow from second flow annulus **28** into first flow annulus **26**. This prevents a pressure drop between annulus **26** and annulus **28**.

FIG. **2** shows an enlarged perspective view of baffle ring **36**. Baffle ring **36** has a plurality of baffles **40** that extend radially inwards. Each baffle **40** has a pocket **42** defined by sidewalls **44**A, **44**B, end walls **46**A, **46**B, and bottom **48**. Baffle **40** has upstream section **50**, downstream section **52**, and transition section **54**. "Upstream" and "downstream" are determined with respect to the flow of cooling air through flow annuluses **26**, **28**.

Sections **50**, **52**, and **54** may be the same length or may be different lengths. In one example, upstream section **50** is longer than downstream section **52**, and downstream section **52** is longer than transition section **54**.

At least one baffle cooling hole **56**A is formed in each baffle bottom **48**. In one example, baffle cooling holes **56**A, **56**B may be formed in each baffle **40**. Baffle cooling holes **56**A, **56**B (referred to generally as baffle cooling holes **56**) may be aligned with cooling holes **24**. In one example, baffle cooling hole **56**A is aligned with cooling hole **24**A and baffle cooling hole **56**B is aligned with cooling hole **24**B, where cooling hole **24**A is adjacent to impingement sleeve **18** and cooling hole **24**B is adjacent to cooling hole **24**A.

The diameters of baffle cooling holes **56**A, **56**B depends on the desired cooling flow rate. Larger baffle cooling holes **56**A, **56**B provide more cooling air to combustor liner **12**. The diameter of baffle cooling holes **56**A may be the same or different than baffle cooling hole **56**B. In one example, baffle cooling hole **56**A has a smaller diameter than baffle cooling hole **56**B. In another example, baffle cooling hole **56**B is about 45% larger in diameter than baffle cooling hole **56**A. In another example, baffle cooling hole **56**A has a diameter of 0.52 about inches (1.3 cm) and baffle cooling hole **56**B has a diameter of about 0.75 inches (1.9 cm).

The diameters of cooling holes **24** may be the same as or may be larger than the diameters of baffle cooling holes **56**. In one example, the diameters of cooling holes **24** are larger than the diameters of the baffle cooling holes **56** with which they are aligned so that the smaller baffle cooling holes **56** set the flow resistance and meter the cooling air flowing into first flow annulus **26**.

FIG. **3** shows a cross section of baffle **40** taken along line **3-3** in FIG. **2**. Each baffle **40** has a depth measured from land **38** to baffle bottom **48**. Baffle **40** may have a uniform depth throughout or the depth may vary within a single baffle **40**. In one example, the depth of baffle **40** varies over the length of baffle **40**. Upstream section **50** has depth d**1** and downstream section **52** has depth d**2**. In one example, depth d**1** of upstream section **50** is deeper than depth d**2** of downstream section **52**. In another example, depth d**1** is about twice depth d**2**.

In order to extend between baffle bottom **48** of upstream section **50** and baffle bottom **48** of downstream section **52** when upstream section **50** and downstream section **52** have different depths, baffle bottom **48** of transition section **54** must be at an angle. In one example, baffle bottom **48** of transition section **54** is at about a thirty degree angle to baffle bottom **48** of upstream section **50**.

The depth of baffle **40** affects the distance between baffle bottom **48** and combustor liner **12**. The greater the depth, the closer baffle bottom **48** is to combustor liner **12**. Therefore, baffle bottom **48** of upstream section **50** may be closer to or farther away from combustor liner **12** than baffle bottom **48** of downstream section **52**. In one example, baffle bottom **48** of upstream section **50** is closer to combustor liner **12** than baffle bottom **48** of downstream section **52**.

FIG. **4** is a flow diagram illustrating air flow through combustor assembly **10**. Air flow F flows from second flow annulus **28** into first flow annulus **26**, and cooling air jets G, J and M flow through cooling holes **24** to impingement cool combustor liner **12**. As shown, cooling air jet G enters baffle **40** through cooling hole **24**A. Cooling air jet G exits baffle **40** through baffle hole **56**A and impinges on combustor liner **12**. Having baffle hole **56**A closer to the liner reduces the cross flow effect on cooling air jet G. Similarly, cooling air jet J enters baffle **40** through cooling hole **24**B, exits through baffle hole **56**B, and impinges on combustor liner **12**. Cooling air jets J and G combine with air flow F to form air flow L. Cooling air L has relatively little effect on downstream cooling air jet M.

Baffle **40** extends into first flow annulus **26** and guides cooling air jets G and J, ensuring that combustor liner **12** is impinged at the desired point. End wall **46**A deflects air flow F downward so that the air flows between baffle bottom **48** and combustor liner **12**.

As discussed above, upstream section **50** of baffle **40** may be deeper or the baffle bottom **48** of upstream section **50** may be closer to combustor liner **12** than downstream section **52**. In this arrangement, upstream section **50** of baffle **40** blocks the cross flow for downstream section **52**. Therefore, downstream section **52** does not encounter as much cross flow as upstream section **50** and it is not necessary for downstream section **52** to be as close to combustor liner **12**.

Baffle ring **36** is a one-piece assembly. In contrast, prior art assemblies inserted a plurality of individual tubes or conduits into cooling holes **24**. In one prior art assembly as many as 48 individual tubes were welding into cooling holes **24**. This is expensive and labor intensive. The large number of pieces also increases the probability that a piece will come loose and cause damage to downstream turbine blades and vanes. This is known as foreign object damage (FOD). Baffle ring **36** reduces part count, decreases cost and reduces FOD potential.

Although the present invention has been described with reference to preferred embodiments, workers skilled in the art will recognize that changes may be made in form and detail without departing from the spirit and scope of the invention. For example, although baffle ring **36** has been described as being part of a new combustor assembly, baffle ring may be added to an existing combustor assembly to provide a more efficient cooling flow to the liner and improve impingement cooling.

The invention claimed is:

1. A baffle ring for directing cooling air onto a combustor liner, the baffle ring comprising:

a ring having a forward end and an opposite aft end;

a plurality of circumferentially spaced lands on the ring, each land extending from the forward end to the aft end; and

a plurality of circumferentially spaced baffles extending radially inwardly from the ring, each baffle located between adjacent lands and comprising: a pair of side walls extending from a region near the forward end to a region near the aft end, a pair of end walls, a pocket, a stepped bottom, and a first flow hole formed in the bottom, wherein the side walls of each baffle are longer than the end walls.

2. The baffle ring of claim **1**, wherein each baffle further comprises:

a second flow hole formed in the bottom of the baffle.

3. The baffle ring of claim **2**, wherein the stopped bottom comprises a forward bottom surface and an aft bottom surface, and wherein the forward bottom surface has a radial depth different from the aft bottom surface, and wherein the first flow hole is formed in the forward bottom surface and the second flow hole is formed in the aft bottom surface.

4. The baffle ring of claim **3**, wherein a radial distance between the second flow hole and the ring is greater than a radial distance between the first flow hole and the ring.

5. The baffle ring of claim **4**, wherein the baffle ring is a one-piece assembly.

6. The baffle ring of claim **4**, wherein the first flow hole has a first flow hole diameter and the second flow hole has a second flow hole diameter, and wherein the first flow hole diameter is smaller than the second flow hole diameter.

7. The baffle ring of claim **6**, wherein the baffle ring is a one-piece assembly.

8. The baffle ring of claim **4**, wherein each baffle further comprises a sloped transition section extending between the forward bottom surface and the aft bottom surface.

9. The baffle ring of claim **8**, wherein the baffle ring is a one-piece assembly.

10. The baffle ring of claim **3**, wherein the first flow hole has a first flow hole diameter and the second flow hole has a second flow hole diameter, and wherein the first flow hole diameter is smaller than the second flow hole diameter.

11. The baffle ring of claim **10**, wherein the baffle ring is a one-piece assembly.

12. The baffle ring of claim **3**, wherein the baffle ring is a one-piece assembly.

13. The baffle ring of claim **2**, wherein the baffle ring is a one-piece assembly.

14. The baffle ring of claim **1**, wherein the baffle ring is a one-piece assembly.

15. The baffle ring of claim **1**, wherein the pair of side walls, the pair of end walls and the bottom of the baffle form a pocket.

* * * * *